such educated service there must be assurance that individuals will be as regularly employed as in any private enterprise, entirely independent of political belief. There is no more reason why any matter of politics should have to do with municipal service than with ordinary business enterprises. In general business, active political interest is regarded as a demerit rather than otherwise. The only thing needful for proper municipal administration is educated service. What is wanted is knowledge. In order to secure this knowledge there must be a reasonable assurance of employment. I venture to say that the large majority will cast their vote is a grooved rail or a at the next municipal election in a way to rail. The groove as I saw it that the large majority will cast their vote show that they do not really consider the actual capabilities of those for whom they vote. The fact that this is true prevents the best men from accepting nominations, and hence blocks the way to municipal advancement.

"This is true because the interests of the great parties have been against civil service. It has been to the interests of these parties to carry the large political questions into all elections, so that even ih ward primaries, when a councilman is nominated, it is not a question of his capacity, but one of his relation to the great parties. The people have been educated to believe in an allegiance in all things to the large party principles. This has been the work of the press and political agitators. Their work is that of the party whip, which is against all civil service. What is wanted is education in the other direction-in this instance, in favor of comfortable living.

"Thus far I have confined myself to generalities. It is now in order to be more specific. All American cities, as far as I know, suffer with unclean streets; the majority from bad drainage, and many from an inadequate water supply. These are largely matters which have to do with the physical organization of a city. The others are minor and not so important. The condition of American streets and general surroundings has placed us in a disgraceful position, as indicated by our death rate. A few facts must suffice to illustrate this point. London, with its six millions of people, has a habitually lower death rate than Boston, New York, Brooklyn or Chicago. In the summer quarter of 18:9 Chicago, Boston and New York had a higher death rate than Rome, Milan and Turin, in hot Italy. In the winter quarter Chicago had a higher death rate than Copenhagen, Cologne, Dresden, Leipsig, Berlin, Leon, Amsterdam, Edinburgh, Sheffield, Birmingbam, Liverpool, or London.

STREET CLEANING IN INDIANAPOLIS. "I have no doubt that in our own city a great difference could be made in the health and working capacity of our people by attending to a few of the fundamental principles of street-cleaning. The yards in the better portion of the city are reasonably clean as far as exposed to view. However, stables, alleys, places for garbage deposite, are often disreputable. It is a horrible state of affairs when people of large intelligence and progressive ideas in many directions deliberately allow themselves to rest under conditions which develop oss of working-power, suffering and a larger death-rate than properly belongs to them. It shows that however civilized we may be along certain lines, there is a great lack of civilization in this respect.

"I believe that it is true that we do not plean our streets because we do not know low. We are not educated along that line. We do not know how to organize. Our streets have not been cleaned, and we do not expect clean streets. In my experience in the continental countries there is no town or city so small nor is the earning capacity of the people so light but that they have clean streets. In certain sections the houses and yards may not always be clean, but never an unclean roadway or street. The Breton peasant who is proverbially uncleanly, would be horrified at the condition of streets and roadways of any Ameri-

can town with which I am familiar. "I cannot speak in detail of methods because I am not sufficiently acquainted therewith to enable me to speak with assurance. However, I will mention results as I have seen them in a general way, and the broad outlines of the practice leading to them. They are such as lave been developed through a high grade of municipal service, through practical study by those engaged in the work. It is certainly true that it is folly to build streets without an organization for caring for them. Along with street building goes street cleaning. Without an organization for cleaning streets they should not be built. A street remains in good condition only when it is regularly cleaned. The roadways of the old world are kept sound by a process of cleaning and sweeping. The dust and mud are removed and any depressions filled with solid material. In many of our towns and cities, our streets might be brought to a good condition at a small expense through cleaning and a moderate amount of stone, gravel and other material. At the present time there is much agitation about good roads. We of America know more about building roads than we do about caring for them. When we read about the road ways of England, France or Germany, that have been used for hundreds of years, we must understand that they were so well constructed and of such good material that they have passed through this period without attention or expense. Nothing can be further from the truth. All good roads are subject to constant attention, otherwise they are bad roads. No roadway or street can be built so well that It does not require constant attention. Money will not build a street that will maintain itself. There is a piece of macadam road on Seventh street leading from Alabama east. It is a well-built roadway. It is in a bad state to-day through no fault of the contractor who put it down. It is in Its present condition because it has been peglected. The cleaning of streets is the first step in their care. The eare of streets develops the best kind to put down in particular localities. The process of caring for streets in properly organized cities, develops good streets, and shows the value and quality of what we already have. As long as we do not care for our streets we have no opportunity to develop the kind of facts necessary to bring about the best kind of construction. Streets which are now left uncleaned are found not to be in a very bad condition when examined. Their bad qualities are exaggerated by the mud and duet. Many of the side streets running off from Pennsylvania and Illinois, as I see them every day, could be brought to a good condition by merely cleaning out the depressions, removing the dust and mud and tilling with a small quantity of stone or screened gravel, hammered or rolled in po-

STREETS SHOULD BE CARED FOR. "Our cities should not put down streets until they have the organization for caring for what they have. It is a waste of money to build streets and then neglect them. To show the effects of a high-grade of civil service alongside of a low-grade of municipal service, it is only necessary to compare the history of Trinidad pitch, which is put down on our streets for asphalt, with the genuine asphalt. Experience with it in l'aris, Berlin and London by the same people who are putting it down in our own cities, resulted disastronely to them. Trinidad pitch is not used for building streets or as asphalt, in any European city. The material which we are paying for is a counterfest, and very much inferior to the genuine material. The history of asphalt imitations in this country, if one takes pains to investigate, is enough to condemn them. I mention this as an illustration of the results of a low grade of municipal service. Under competent municipal service the real character of our paving material would have been discovered long ago and the people saved a needless and wasteful expense. "Considering the matter of drainage in a general way, it is well to understand that It is difficult to have clean streets without a complete sewer system. However, it is not impossible. One finds in some of the older towns and cities of Europe that they are largely without sewers, yet never a departure from a uniform system of clean streets. However, where sewers are used to any extent there is a provision against the contamination of streams. With us I believe it is generally true that we deliberately and without excuse construct sewer systems which are far behind in this. t. It is entirely possible to separate all of the organic matter from the sewage before the water is discharged into streams. It is also true that this organic matter is highly valuable as manure and yields a large return for the investment where it is used. This being true, there is no reason why we should deliberately step back and accept methods which s higher civilization has shown us to be altogether improper and unnecessary. There are many recognized methods of successfully removing the solid and organic matter from sewage, among which are those of natural and chemical precipita-

There need be no experiment in regard to anything of this kind. The experimental work has been done for us. All we need to do is to properly observe.

"Aside from street-building, street-clean-

ing and drainage, I think that one of the

most important matters connected with

the comfort of people living in cities is the

STREET-CAR RAILS.

formation of street-car rails. A rail, properly formed and properly laid with respect to the street grade, need not be an obstruction to travel. Such a rail Liverpool was about three-fourths of an inch wide. The rail being set flush with the pavement, the only impediment to travel was the three-fourths-inch groove in the street. The flange of the wheels runs in this groove. We will assume that such tracks, with a three-fourths-inch groove, were on Pennsylvania street, with the asphalt, or other paving material coming up to it on each side of the track. In looking down the street the only evidence of a track that would be distinctly visible would be small channels threefourths of an inch wide which would present no more obstruction to travel than a chalk line. This would certainly be in marked contrast with the rails in common use. I say that under proper administration of city affairs the rail which is now in general use throughout the country would not be thought of. It is a very serious matter, af-fecting the comfort and convenience of those who live in cities.

"Just now the problem of city engineer-ing is being measurably changed. Rapid transit is certain to affect the general formation of cities. Excepting for office buildings, high structures on small lots will be found unnecessary. Under rapid transit cities will spread out. They will be larger. Distance will count for less. Without rapid transit, down-town property or that not far removed from the center. has a relatively high value. With rapid transit, except with distinctively business property, distance will not count for so much. It is certain there will be a leveling in the value of residence properties. It is fair to assume that, with certain rare exceptions, down-town residence properties will, in time, lose the high values which have been common under the conditions of slow transit. Rapid. -moving electric cars bring a great deal of property into the market. Distance being annihilated thereby, the supply of property is greater and, hence, values relatively less. This makes cities with large areas and complicates the problem of city engineering, affects the schemes of street-building, street-cleaning, drainage, lighting and other similar services. This being true, the population of cities being widely distributed, a moderate cost paving material must be considered. It is not sufficient that a few prominent streets be paved with a high-priced material. It is necessary that a moderate cost material like macadame or other covering be adopted; that consideration be given to a general scheme, rather than to one which covers small sections and neglects all others. It is necessary that a plan of comprehensive character be devised, embracing all problems of city engineering and having in mind such a growth or rather spreading out. In course of time there will be a reduction of transportation fares, which will serve to more largely develop the con-dition which is here outlined.

MUNICIPAL SOCIALISM.

"One might take up the various features which have to do with the organization of a city and consider them in this spirit, bringing to bear practices of some city or cities where the practical work is best done, and thus give an illustration, covering all departments of city affairs, of what a high grade of municipal service may bring about. At some time in the future a city will own its own lighting plant, operate its own street railways, its water-works, and in all probability be connected with other undertakings in which the people are generally interested. However, it is not desirable that any new burdens be placed upon the executive officers of our cities until they have mastered that which is before them. Some of our cities own their water and lighting plants; but this is by no means general. In foreign cities the character of the municipal service makes it possible for the government to take new work to itself. and to that extent benefit the people whose interest it serves. It is for the people to decide when the municipality shell take the management of street railways and other corporations, and it is certain that they will not decide that this work be done in this way until the muni-cipality is fully capable. In foreign cities, where they have not yet assumed the ownership of municipal corporations, it is the practice to make their contracts or franchises in a way that makes subsequent ownership possible. Not that such ownership is stipulated, but the conditions surrounding the company are such that the municipality may, in justice to itself as well as to the corporatake the plant properly at the proper time. The basis of all franchises between corporations and cities, where that problem has been carefully studied, has been the earning capacity of the plant on the basis of its cash cost. It is expected that all investments in corporations of this characte should pay a fair return to the stockholders. This is paramount. No town city need expect a high grade of service from a company which formshes it with light, water or transportation service, unless those who have made the investment receive a fair return on their money. As above stated, I believe that it would be found that the best contracts between municipal corporations and the municipality itself are made on the basis of a high cheracter of public service and a fair return to the stockholders. It is expected at the same time that there shall be a margin above the return to the stockholders, which shall go into the municipal treasury at the same time that who are directly bentited by the service of the various companies. For instance, if we take the matter of street railway franchises, it is expected, first, that the company shall render a high grade of service to the community; that it shall pay fair margin of profit on its cash cost to the investors; that it shall pay a certain proportion of its earnings in excess of fixed dividends into the municipal treasury; and that its earning capacity in excess of such amount shall be reduced through a reduction in charges made to the individuals who ride over the companies' lines, Practically, this makes an investment which pays a fixed dividend to the stockholders, direct contributions to the municipality, and an indirect contribution to those who ride over the companies' lines. While all foreign contracts do not take directly this form, practically most of them are managed on such a basis. When the city of Paris says to its transportation company: "You shall pay so much per car and so much on other things into the municipal treasury, and carry the passengers for a fixed amount," it is practically making a contract on the basis of the earning capacity of the company; for if they were not making a fair return to their stockholders they would not make such a contract with the city. Hence our question tevolves itself into a fair allowance as earnings to the company, the proper contribu-

tion to the city direct and a fair charge to the individuals who ride over the companies' lines. "I speak of the cash cost of the property. An allowance of profit should not be made on a too heavily bonded indebtedness. It such an allowance were made there would be no hope of securing payment to the municipal treasury or reductions in fares as the patronage of the lines increased. Nor yet the possibility of the fair purchase of the property by the municipality. It is well known that any company or organization can seil bonds as long as it can meet its fixed charges. Capital will go wherever it can secure to itself the proper return. Such a plan looking to the operation of a street-railway company, a water company or other organizations on the basis of the capital invested, would pave the way to municipal ownership when public confidence in the character of the municipality should justify such a state of affairs,

WHERE WE SUFFER MOST. "To recapitulate, I will say, the one thing from which we suffer the most in our cities is fifth, dirty streets and alleys and water polution. The matter of cost should not be considered as against the question of cleanliness. No community should urge its poyerty as an excuse for living under conditions of slow poison. At this time most of the large cities of our country are suffering from an impure water supply-Albany, Buffalo, Chicago, Milwaukee, Minneapolis, Duluth and many others. They are pollutthose of natural and chemical precipita- ing the soil; they are pouring the filth from the waves until they foamed with rage.

Hence it is easy enough to see that they are distributing in all directions an impure and poisonous drinking water. Impure matter goes from the sewers and vaults to the streams and lakes and from the lakes and streams through the pumps back to the people; diluted, of course, but nevertheless poisonous. This is the result of criminal carelessness or criminal ignorance as one may choose to designate it. Pollution of streams in the European countries has, for the most part, become a matter of past history. We do not have to experiment; there are methods which we may adopt without fear | cavern on further was the "Devil's Kitch-of experiment. We have had a system of en," away to the north was the "British drainage and sewerage laid out for our | Landing," and very significant it was to own city. The general scheme, so far as it is | turn from it to the "Old Indian Buryinga drain age scheme. I have no doubt is very | ground." For before the landing of the satisfactory. In the matter of the discharge of sewage into the river, it is like | pleasure-boat and tuz, on those waters most of the systems in our own country. Public opinion does not demand anything different. Thus, those in charge of sewer work and other municipal improvements are not so serious in their work as to lead them to seek decidedly the best methods. As long as the officers can satisfy the general public, as long as they can free themselves from criticism by doing a little better than some other bag thing that has been done before, their consciences are satisfied. We must expect to bring about change or retorm in these matters, not through our public officers, but through public opinion. In order to develop the right kind of public opinion there must be public discussions, brought about through the clubs, newspapers, magazines and other sources of public education. The legislative or executive departments are never very far in advance of the public idea. If the people object to having their drinking water poisoned, if they object to living next to filthy streets, or with filthy surroundings there will be a change. But as long as they are contented with this sort of thing, and other matters which affect their comfort, health and general welfare, matters will remain about as they are. After the desire for a change a method must be developed. We must have people properly educated, properly trained, to carry out the demands of the public. As stated before, the best ability for such a purpose cannot be secured until those who are engaged in this work feel an assurance of employment for good service in their various duties rather than for good service in political work only. and outlined are those which will come about, not through some one else's effort, but through our own effort. A general | conventional thing, and the first time I knowledge of municipal matters, and the | passed refrained from looking in. But the demands of comfortable living, are subjects which we may all properly and legit-imately consider, and unless we do give big white tent, with its evergreen canopy them general consideration, and understand the necessities of our own comfort | fiddles and the melodious voice of the and health, we need not expect a change. It is a home problem with all of us. It is one the graveness and importance of which should cause it to rise above any of the political sentiments which we may have in regard to affairs in general. NOT A POLITICAL MATTER

The problem of governing and caring for a city is no more a political problem than is that of earing for or conducting a private business in which any of us are engaged. There are few people so narrow or so regardless of their own best interests that they will make the matter of politics a consideration in connection with their associates in private business. The management of a great city is a great under-taking, and should demand a high grade of well-paid service. I think it is true in our own city, as it is in all others, that the machinery of city government is entirely inadequate to the gravity of the work to be done. I think this is true both as to

quality and quantity. "When any matter connected with public improvement is brought up the question of taxes is always suggested and dealt with. I do not believe that tax-payers as a class would object to a large increase in taxation if they felt that the best use was being made of the money. I think it is natural and right that nearly all tax-payers should object to any tax so long as the money is improperly used. When one sees the use which is made of money by so many of our city governments, the careless, ignorant way in which it is handled, it naturally develops antagonism to increased taxation. When people see it wasted, they naturally object to supplying more money to be wasted. I believe, however, if the public knew that all streets were being well cared for in every way, that the drain-age was such as to contribute to the health and comfort of the people, and that public franchises were properly and in-telligently handled, they would not object to the proper and intelligent use or increased use of the money which they pay as taxes. Where money is improperly used we may expect discontent. Where money is carefully and intelligently used. I believe that it is natural for us to anticipate an ordinary amount of cheerfulness in

the payment of taxes. "In this connection I have undertaken to show that the practical working out of a municipal organization is dependent upon the knowledge as well as the good intentions of those who are connected with it; that the requirements are great, and that we can only expect good results under an entirely new order of things, in so far as the carrying out of the plan is concerned."

INCIDENTS OF A SUMMER OUTING.

Caught on a Draw-"Doing" Mackinac Under D.fficulties-"Invitation to the Dance."

Knowing that everybody will be going to the world's fair soon I feel it my bounden daty to give the public the benefit of my experience there. Starting out, lone country maiden that I am, to see the sights. came to a great bridge over the broad and rushing Chicago river. Men, women and children were hurrying on to it, and, all unsuspecting, I sauntered out to enjoy the view. As I leaned on the railing, lost in the contemplation of the scenery, suddenly and without warning, everything began to turn slowly and dizzily round. I looked about for the people; they had mysteriously disappeared. leaving only a few men lounging about. Turning my startled gaze toward the street, I saw to my horror that the huge platform was slowly moved off. liad I walked on to a steamer's deck! "Where was I at!" Waving my handkerchief wildly aloft, I hailed the distant loungers and shouted that I wanted be put ashore. A man kindcame over and volunteered the information that we were on a drawbridge, and were simply turning to let a boat pass up the river. I managed to wait caimly until the bridge swung back to place, then stepping on to terra firma as quickly as possible, walked meekly off, wiser but sadder. Truly one must live and learn, for who would suspect that a drawbridge was a turn bridge.

No trip to northern Michigan is complete without a visit to Mackinac island. Since the island lay only a half day's journey by boat from my summer resort, I determined so go over. Although the sky looked a little threatening on the morning set for the excursion, I put my trust in luck, and 7 o'clock found me with a fellow-reveler down on the dock. We found seats on deck in the prow of the vessel. A fine lake breeze blew, and the enormous swells rocked the boat like the mythical cradle in

By the time we were out in Lake Michigan where the wind had a free sweep my erstwhile gay companion was clinging to the deck's railing, pale, limp and spiritless. went aft to find a place for her to lie down and discovered that every one on dack was reduced to the same pitiable condition. Darting from one post to another, often unexpectedly assisted by the Inrehing of the boat and holding on for dear life, I managed to stagger down the gangway to the cabin. There was no aristocratic pride being displayed down in that cabin. They were about as meek and subdued a set of people as I eyer saw. Crawling back up to the prow, where the sun was shining and the fresh wind blowing.] tried to persuade my disheartened friend that the present situation was superior to the cabin, but in vain. I was compelled to fairly carry her down and deposit her on a bench, where I left her to the tender mercy of a good Samaritan, who was going around promisenously mopping the victims' faces

I fastened my chair to the side of the deck and crooking my arm around a convenient post, gave up to the enjoyment of The sun had hid his face, the wind lashed

with a wet towel.

whence they take their water supply. and both boats whistled their salutes across the water. A tug with a long line of sail boats in full sail in tow passed down the lake. Occasionally out on a solitary rock a dark light-house rose above

the dashing waves. When at last the island of Mackinac loomed into view that beautiful gem of the lake was veiled in a thin mist. Dimly seep, amid rock and waving leaf, the great red roofs of the Grand Hotel, and higher up the white wall of the fort were shadowed forth. The little red guide book said that the tall rock leaning out over the water was "Lover's Leap," that the great strong British, instead of yacht and steamer, there was only the lightly-paddled birch canoe of the dusky Indian. When he strained his eyes across those straits he saw only the cone-like cabins of his race; he knew no name for the rugged rocks; he did not dream of a foeman's stronghold A few moments after we reached the island the storm broke, the sky was streaked with light, thunder crashed and the rain came down in a perfect deluge. Dodging into the nearest shop, we wistfully surveyed the landscape. We were on the famous island of Mackinac, shut in a

room ten by four, and there we staid until the boat blew its return signal. The ride back was swift and bracing through night and fog; there were no lights to brighten the dark deck. The passengers crowded toward the front of the vessel, leaving my recuperated companion and me in full possession of the stern. We could see the dark outlines of their figures, buddling together for warmth, silent as rocks. The wind bore back the sound of a sweet, high pitched voice singing bravely on in the storm. Just outside the barbor, with no lights to guide her, the boat lost bearing, and, for hours, tossed about, blowing her plaintive signal of distress. Slowly and cautiously she crept toward the answering whistle, until the red dock light shope dimly out. A sudden shock, a rasping sound, creaking of tightening ropes, then a cheery shout of "All right, Cap," and we tumbled, thankfully,

It was my fortune this summer to witness a typical "bowery dance." Walking streets of Petoskey I passed the gay and festive bower. I was aware that bowery dances were not exactly the second time I cast several careless glances and garlanded poles, the lively scrape of "caller off," proved irresistible, and I went in and took a seat. The decorations were not alone in their greenness; green, bright, vivid, decided green was the prevailing shade. Despite the chilly weather the belles of the surrounding country were tripping about in white gowns and slippers. The beiles beggar description, but the beaux! words are meager things. They all kept on their hats, a slouch hat cocked jauntily over the left eye, being the popular style. The costume of one young gallant was rendered yet more striking by the addition of carpet slippers and white cotton gloves. The catch of the day was chiefly remarkable for his steeple hat, cocked according to the style, a red and blue blazer and white canvas shoes. The ease and grace with which he balanced around was quite an advertisement for the shoe.

At a lull in the music, as the couples were forming for alquadrille, the manager took his stand directly in front of me and called out, "Just one more couple now an' this here dance goes on," then with a graceful sweep of his arm in my direction, "Walk up, gentlemen, plenty of ladies sittin' right bere wantin' to dance." I gave him one startled look of sad repreach and fled precipitately.

She Coincided. Boston Journal.

A young man with a wide-brimmed straw hat on the back of his head and a look of forgiveness for everybody on his face entered a suburban car at a South-side depot, yesterday afternoon, scanned the few passengers who had gone aboard, and took his seat by the side of a pretty black-eyed young woman half-way down the aisle.
"I beg your pardon," he said, with an engaging smile. "The car isn't full yet, but it soon will be, and I think one runs less risk of getting an undesirable seat-mate if one makes the selection one's self. Don't you think so?"

"Yes, sir, I do," she replied, rising up at once and taking a seat by the side of a white-haired old lady on the other side of the car.

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